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COUNTRY East GermanyREPORT NO. TOPIC Nouruppin AirfieldEVALUATION 25X1

PLACE OBTAINED

 25X1DATE OF CONTENT 23 February to 13 March 1954DATE OBTAINED DATE PREPARED 16 April 1954

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REFERENCES

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PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following observations were made at Nouruppin airfield between 23 February and 13 March 1954:

23 and 24 February. No air activity was conducted at the field. Twenty three February was the "Day of the Red Army".

25 February. During the afternoon, local flights were made by Po-2s.

26 February. During the morning, some take-offs by swept-back jet aircraft were heard but they could not be seen. There was a degree of cloudiness from 5/10 to 6/10 with intermittent rain showers.

27 February. During the morning, swept-back jet aircraft towing sleeve targets were repeatedly observed aloft. The weather was cloudy.

28 February. There was no air activity. A total of 24 swept-back jet aircraft were observed at the field, including 4 alert aircraft parked at the east end of the runway.

1 March. About 5 p.m., some take-offs were made by swept-back jet aircraft.

3 March. Throughout the day, there was some air activity by MiG-15s with auxiliary fuel tanks which took off and flew individually. The sky was 5/10 to 6/10 overcast and visibility was limited to 8 or 9 km.

5 March. Between 10 a.m. and 4 p.m., two Po-2s made individual flights. The degree of cloudiness changed from 8/10 to 10/10.

6 March. Around 10 a.m., 2 or 3 swept-back jet aircraft took off, but their landings were not observed. The sky was overcast and visibility was limited to 5 or 6 km.

7 March. At 10:30 a.m., 22 to 24 swept-back jet aircraft were parked at the field. The 4 alert aircraft were again observed at eastern end of the runway.

9 March. Beginning at 10 a.m., there was air activity by MiG-15s fitted with auxiliary fuel tanks. The aircraft headed northeast and landed after 10 to 15

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minutes. There was fair weather with haze and ground visibility of 5 to 6 km. Between 6 p.m. and 9 p.m., night flying was practiced by 3 Po-2s which twice circled over the field and then landed. Each local flight lasted 10 to 15 minutes. The aircraft did not have their position lights lit and landed without landing lights; the runway was illuminated only by the flare path.

10 March. Between 10 a.m. and 3 p.m., there was air activity by swept-back jet aircraft fitted with auxiliary fuel tanks. The aircraft headed northeast and returned to the field after about 45 minutes.

13 March. Between 10 a.m. and 2 p.m., there was intensive air activity. There was a closed ceiling and haze. The aircraft again headed northeast and returned after about 45 minutes. At 2:10 p.m., 24 MiG-15 or U-MiG-15s and 1 Po-2 were counted at the field. [REDACTED]

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2. The following air activity was observed at the field between 27 February and 11 March:

27 February. Between 10:20 a.m. and 1:30 p.m., individual take-offs and local flights were made by swept-back jet aircraft. After 3 or 4 flights, each aircraft would remain at the field for about 30 minutes for refueling and exchanging of the crew.

28 February. No air activity was observed at the field.

1 March. At 9:30 a.m., 4 MiG-15s individually took off, assembled over the field and headed east. About 30 minutes later, the aircraft returned, broke up the formation and landed in rapid succession. There was cloudless weather and haze.

3 March. Between 9:45 a.m. and 2:30 p.m., there was air activity at the field. The weather was again cloudless with a high haze. At 4:50 p.m., 5 MiG-15 or U-MiG-15s landed at the field. The aircraft had approached in formation and broke formation over the field. Source believed that the aircraft had come from another airfield.

5 March. At 11:45 a.m., 2 Po-2s were observed landing at the field.

7 March. There was no air activity.

8 March. At 6:30 p.m., swept-back jet aircraft without auxiliary fuel tanks took off and made local flights. Air activity was continued until about 7:45 p.m.

9 March. Between 10:15 a.m. and 5:30 p.m., flying was practiced. There were no clouds. Usually, there were intervals of 30 to 45 minutes between the landings of aircraft and take-offs of the next aircraft. Between 6:45 p.m. and 8 p.m., local flights were made by 4 Po-2s which practiced the flying of curves.

10 March. At 10:15 a.m., 7 MiG-15 or U-MiG-15s took off in elements of two. The weather was cloudless. The aircraft assembled over the field at an altitude of about 600 meters, formed into one flight and two elements in echelon to the right departing toward the northwest. At 10:45 a.m., another 5 MiG-15s took off in elements of two and assembled into one formation before heading northwest.

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Immediately after the take-off of the second formation, the first 7 MiG-15s landed individually. The second formation returned after an elapsed time of 30 minutes. Throughout the day, such formations were repeatedly observed conducting similar flights. Source believed that these formations were connected with an exercise of the Soviet Army in the Kraenzlin-Wildberg-Rohrlake area.

11 March. No air activity was observed. There was a closed ceiling.

3. The following observations were made at the field between 23 February and 9 March:

28 February. Throughout the day, no activity was observed at the field. During the morning, visibility was limited to 500 meters and it snowed. The weather cleared up after 11 a.m.

1 March. Between 4:20 p.m. and 5 p.m., 5 MiG-15s or U-MiG-15s individually circled wide over the field.

3 March. Between 9 a.m. and 2 p.m., swept-back jet aircraft made individual local flights and formation flights in elements of two. There was a 8/10 overcast and light ground haze.

5 March. Between 10 a.m. and 3:30 p.m., take-offs and landings were practiced by Po-2s. There was high fog.

6 March. Between 10 a.m. and noon, about 6 swept-back jet aircraft made individual flights of 20 to 25 minutes duration. There was a closed ceiling at an altitude of 200 to 300 meters with intermittent rain. The aircraft flew in or above the clouds. 1

7 March. At 2 p.m., 16 MiG-15 or U-MiG-15s, 3 Yak-11s, 4 Po-2s, and 1 Li-2 were counted at the field. The latter aircraft took off at 3:30 p.m. and headed southeast.

8 March. Between 8:45 a.m. and 2:30 p.m., local flights were made by Po-2s and 1 Yak-11. The alert flight took off at 5:35 p.m., when the weather was cloudless. The landings were made between 5:55 p.m. and 6 p.m. Two swept-back jet aircraft made local individual flights between 7 p.m. and 8 p.m.. Source could not determine if landing lights were being used.

9 March. Between 8 a.m. and 11 a.m., some high-altitude flights were made. There was cloudless weather. Between 6 p.m. and 7:30 p.m., 3 Po-2s practiced flying. 1

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Comment. From about early March to 10 March 1954, the fighter regiment from Neuruppin airfield participated in exercises held by the Fourth Gds Mech Army in the Neuruppin area. Air activity conducted at the field also involved Po-2s and Yak-11s used by young pilots for training flights. Noteworthy is the observation that blind flying was practiced by some MiG-15s on 6 March 1954. The regiment is believed to be equipped with about 28 MiG-15s.

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